

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

DATE DISTR. Feb 1951

COUNTRY USSR

SUBJECT Government Buildings, Bridges and Tunnel in Kiev

NO. OF PAGES 3

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NO. OF ENCLS. 2
(LISTED BELOW) (A), (B)

SUPPLEMENT TO REPORT NO.

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1. Enclosure A is an overlay of USAF Target Complex Chart - Series 100, Kiev (6080), 1st Edition March 1950, Scale 1:100,000; 0233-9999-100. The annotations on the overlay are as follows:

- (1) Double track, railroad bridge. Steel suspension type. Concrete abutments. It was destroyed on the right bank of the west bridge by retreating Soviets, but this was lifted and repaired by the Germans. It carried the heaviest Soviet and German loads during World War II.
- (2) Steel plate girder highway and trolley bridge with concrete piers. The span between piers was approximately 15 meters. The distance from water level to floor was approximately 15 meters. The bridge was about 18 meters wide. It was destroyed and just temporarily repaired. Now it is completely repaired. Carried heaviest army loads.
- (3) Steel plate girder bridge with concrete piers for auto traffic and pedestrians. The span between piers was approximately 15 meters, clearance above water level 15 meters, and width about 18 meters. It was destroyed and at first temporarily repaired. It is now completely repaired. It has a plank road bed, and carried the heaviest German and Soviet army loads during World War II.
- (4) Double track, crescent arch truss, concrete pier railroad and trolley bridge. Steel bents on the piers supported the superstructure. It had two levels, with the trolley tracks on the lower level and the railroad tracks on the upper level. The span between piers was about 15 meters. The clearance of the lower level above the water was approximately 30 meters. There was no provision for foot traffic.

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(5)



- (6) A railroad siding where I suspected the tunnel from (7) and (5) joined. I suspected this because in the middle of Holosijevo Forest at (7) was a large underground dump for aviation gasoline. Many times I saw tank cars at this siding, and for no good reason, unless gasoline was being pumped or hauled to the underground dump.

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- (8) Railroad station under which I believe was the terminal between the main tunnel and a tunnel running to the airport at (9). Work on this section of the tunnel was started in 1937 or 1938 and I heard it was almost completed in 1940.
- (9) Airport which was the end of the tunnel which connected to the main tunnel in the vicinity of the railroad station.
- (10) The end of the main tunnel near Pushcha-Voditsa. Although I do not know exactly where this tunnel terminated, I believe it was in the woods somewhere. I traversed the creek east of Pushcha-Voditsa without any trouble, but the woods west of Pushcha-Voditsa were very heavily guarded and I was not allowed to enter. I heard that Soviet soldiers retreated through this section of the tunnel during World War II, but I don't know whether they traversed it by foot or vehicle.

2. Although I have never been inside the tunnel system itself, and am not positive of the terminals and the route it follows, I believe the overlay is substantially correct. I have seen a few of the ventilators, and shipped many new supporting timbers which were supposed to be used in its construction. From the distribution of the timbers, I would say that construction on the various parts was carried out simultaneously, and along the routes indicated. I did not see the east bank terminal of tunnel #1, and do not know if it was completed. I heard that it was supposed to connect with a tunnel that would exit on the highway to Brovary.

3. Enclosure B is an overlay of USAF City Plan Mosaic, Kiyev Advance Edition, July 1948; Scale, 1:25,000; 0233-8999-5-25-MAPROV. The annotations on the overlay are as follows:

- (1) Headquarters of Secretary General of Ukrainian SSR. This is a large 6-story building built in 1937 or 1938. It has white marble pillars on all four sides.

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- (2) Metropal Palace
- (3) Headquarters NKVD. 6-story building. Address is 37 Korolenko Street.
- (4) Somewhere in this area is a large U-shaped building, 11-stories high, and containing approximately 500 rooms. It was built in 1935 as NKVD headquarters, but they were not satisfied with the building and moved out. When they moved out other Ministries moved in. The address is 22 Kirowa St. It was back from the road, and a circular driveway led to the building. There was a park in the center of the drive and automobile parking areas on both sides. No one could enter Kirowa Street without a pass. [Source could not spot the actual building on USAF Target Complex Mosaic Series 25, Kiyev (6080) 0233-9999-1-25M as it is a little blurred.]
- (5) Aircraft factory #9 is located in this area. It is about midway between the two bridges and is about 300 meters from the river. It is an old factory that was remodeled in 1931 or 1932. It is surrounded by a high fence. Only parts were produced at this plant, but I don't know what they were. [Source could not spot exact location on USAF Target Complex Mosaic Series 25, Kiyev (6080) 2033-9999-2-25M.]
4. Aircraft Factory #46 is located on Lwivskaya Street in the northwest section of Kiev. It produced aircraft parts only.
5. There was an airfield on the western outskirts of Brovary on the north side of the Kiev-Brovary highway. Four-motored German military planes used this airfield during World War II.

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- ENCLOSURES: (A) Overlay to USAF Target Complex Chart - Series 100, Kiev (6080), 1st Edition March 1950, Scale 1:100,000; 0233-9999-100
- (B) Overlay to USAF City Plan Mosaic, Kiyev Advance Edition, July 1948, Scale 1:25,000; 0233-8999-5-25-MAPROV.

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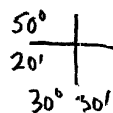
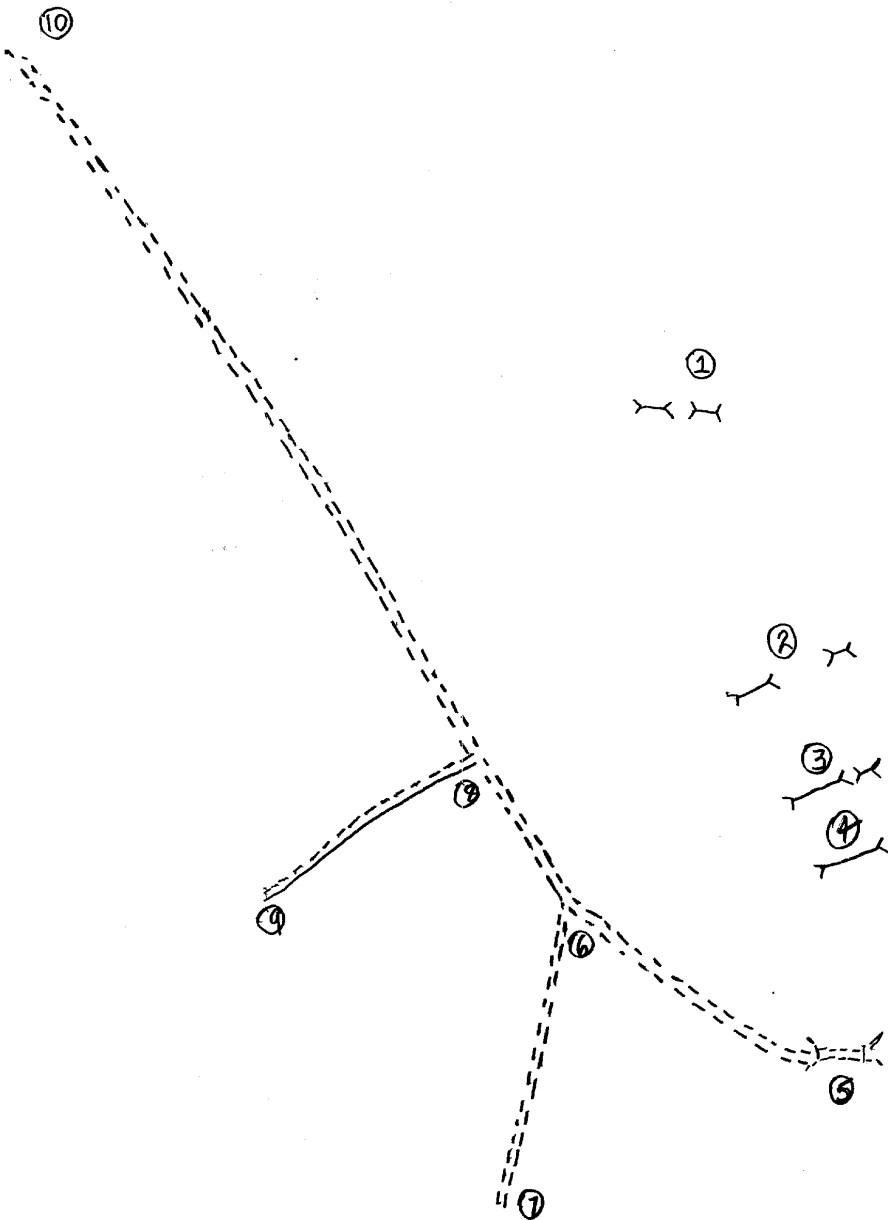
ENCLOSURE (A)

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USAF TARGET COMPLEX CHART - Series 100, Kiev (6080)

(1st Edition March 1950, Scale 1:100,000; 0233-9999-100)



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ENCLOSURE (B)

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USAF CITY PLAN MOSAIC, KIEV ADVANCE EDITION

(July 1948; Scale, 1:25,000; 0233-8999-5-25-MAPROV)

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